

AUTOS FORGING TO THE FORE

Lots of Them Are in Omaha Now and More a-Coming.

BIGGER CARS ARE IN GREATEST DEMAND

Popularity of the Automobile Comparable Only with the Bicycle at the Height of Its Glory.

"Medium-priced cars will be most in vogue in Omaha this season," says a leading automobile man, who has the local situation in his vest pocket.

"What do you consider medium-priced machines?" was asked of Mr. Auto Man.

"From \$1,200 to \$1,800," was the reply. "Our lowest-priced machine this season will be the \$1,200 class, as we have found it does not pay us to carry the cheaper grades. We are catering to the medium and high-priced makes, and from orders already received feel sure the season will be a brisk one in Omaha."

The firm represented by the speaker now has orders for four \$1,500 machines. American made, for Omaha autists who last season had cars costing from \$2,500 to \$4,000. These \$1,500 cars represent the best grade of American made machines and will rank with any in the line, with the exception that a few cars owned by eastern chauffeurs may have more elaborate finishing. The highest price yet paid for an American car was \$11,000, recently paid by a Columbus (O.) man. So it can be seen that Omaha will be right in the middle this season, so far as automobiles go.

The four cars referred to weigh 3,500 pounds each, making the cost just \$2.50 per pound. They will carry six passengers, besides the driver, and will be of forty-five-horse power, with four-cylinder gasoline engines.

Tendency to Larger Cars.

One of the signs of the times in the automobile world is a tendency of last season's owners to possess larger cars this season, particularly those who had the smaller cars last year.

From \$1,200 to \$1,500 a good, serviceable car may be obtained, with a two-cylinder engine and capacity for four passengers. And for \$1,800, \$2,500, and so on up, the cars become more durable, with larger engines and of greater speed.

In this city, as seems to be the case elsewhere, the gasoline engines predominate over the steam and electric propelled cars. There are but few electric machines in use in Omaha and but many more steamers. There are a hundred gasoline auto manufacturers to one of the steam type. It is worthy of note that the only firm that has been signally successful in making the steam autos already has delivered 600 of this season's orders through the country and has advised their agents that the output to July 1 is already taken.

Going down the price list from the \$1,200 four-passenger car, the prospective buyer may get a smaller machine for \$1,000, \$750 or even \$500, with seating capacity for two, and many of them really good machines for the money. There is one car in particular selling for \$750 that is selling quite well for runabout purposes.

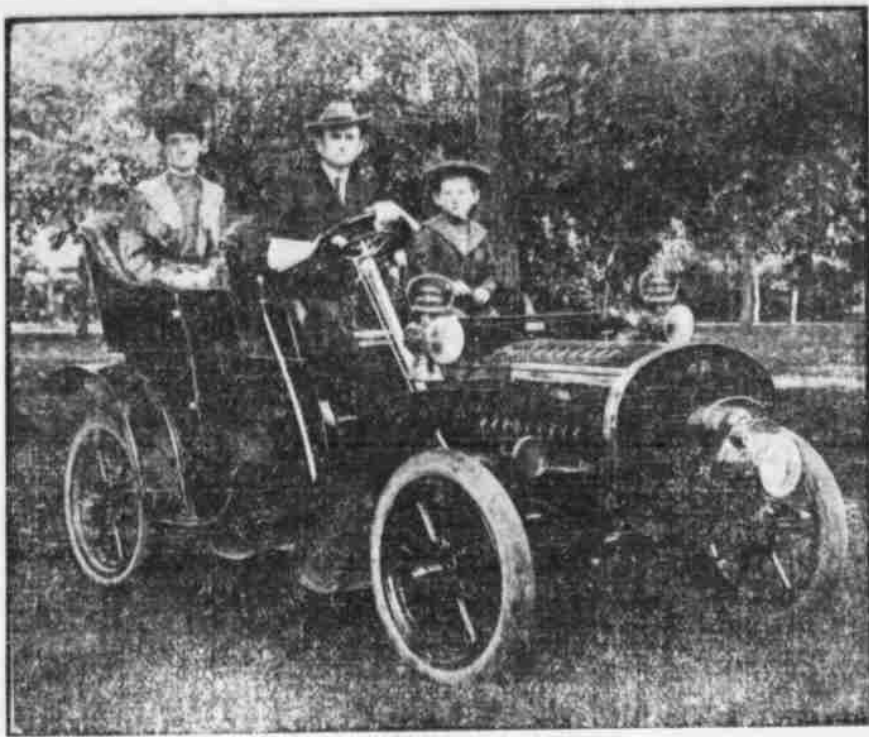
And still further down the scale is the buckboard, with the wheels and the rest of it in plain view at the back of the seat. The buckboards sell for \$350 and make nice birthday presents for the boys.

"The one-cylinder engine is fast becoming obsolete," says W. Clark Powell, who has just returned from an eastern trip. "The two, three and four-cylinder engines are the kind wanted nowadays. By having more cylinders the jar is lessened, and then, if one of the cylinders should happen to give out, the driver has the others to fall back on to get him home."

The Wheel of Yesterday.

The New York Sun calls attention to the fact that one of the magazines this month contains twenty-two pages of automobile advertisements, while one-sixth of a page is given to the announcement of a bicycle factory. Nothing shows more plainly the disappearance of interest in bicycling than the fact that a few years ago filled the business columns of the press.

In no other leading country has this form of outdoor exercise declined so largely as in America. It is not, however, holding its own in England, against the competition of automobiles and golf, and the ordinary wheel is being replaced to some extent by the automobile. But there are probably ten common wheels on the roads of England now where there is one in our country. The same may be said of Germany and France; and Switzerland



J. CLARK COIT AND FAMILY IN HIS RAMBLER

last year, with not much more than half the population of New York state, imported 7,500 bicycles in addition to its home manufacture.

The greatest pleasure in bicycling is in the country, away from crowded streets. But wheeling on most of our country roads is about as pleasurable as sawing wood. Their ruts, sand, softness and mud did more than anything else to wear out the somewhat feverish enthusiasm for the wheel between 1883 and 1886. The muscle and nerves of European wheelmen have been spared most of this onerous task, because their roads are good.

The mileage of good common roads in our country is increasing, and the bicycle initiated the reform. Perhaps we may never see another great bicycle craze, but the merit of wheeling as an outdoor exercise is genuine, and the tendency will be to recognize it fully as good roads multiply.

Clever Amateur Photo.

It is a rare thing, even for a photographer who is capable of doing good work, to secure a photograph like the one that is reproduced in The Bee today of J. Clark Coit and his family in his "Rambler" automobile. One morning last summer Mr. Coit ran his "Rambler" up the driveway in the Hartman yard at Thirty-fifth and Farnam, and in turning around stopped on the lawn. Arthur Hartman, who has some very excellent photographic work, immediately saw the picture, and the result was one of the best automobile pictures that has been produced. The lighting is particularly effective, in combination with the dark background formed by the trees and lawn. The manufacturers of the Rambler machine were so delighted with this photograph that they have been using it extensively in their advertising matter.

Automobile Notes.

Dr. Young of Jefferson, Ia., was in Omaha during the last week and called at the various automobile salesrooms. Before leaving the Gate City he bought a Cadillac from H. E. Fredrickson and drove the machine to his home from Omaha. Dr. Young believes he will be able to reach his patients quicker in his automobile than he has been doing with a horse and buggy.

Fred Pattee, representing the Cadillac automobile at Kansas City, was in the city last week. Mr. Pattee says the automobile business is booming down at Kawville. "Why," said Mr. Pattee, "I have sold 143 Cadillacs in Kansas City and vicinity this season already and expect to sell three times that number before Thanksgiving day."

A prominent Omaha automobile dealer ventures the prediction that two-thirds of the Omaha physicians will be riding to their patients in autos before next Christmas day. "Doctors are fast recognizing the importance of having an automobile in their business," says Mr. Auto Man.

DARIUS GREEN OUTCLASSED

A Californian Goes the Yankee One Better and Actually Flew Above Ground.

The overtopping ambition of Darius Green has become a part of American literature. Wherever a country lyeum exists

or a high school has a day of declamations the history of his untoward fall among the raft of the barnyard is cited, and his moral, "Take care where you light," has become a traditional warning to ambitious youth who embark upon ventures requiring wings, literal or metaphorical. Alas, poor Darius, with his Yankee twang, was merely one generation ahead of his time. Another genius, John Montgomery, out at San Jose, has made a flying machine which is almost comically like that tried by Darius, and he has made it fly. Montgomery, who is a professor of science in a college at Santa Clara, calls his winged creature an aeroplane, a name which Darius would gladly have adopted had he ever heard of it. The thing actually flew for half an hour above the city of San Jose the other night and was finally steered down into its inventor's workshop without mishap.

The distinguishing point about this Montgomery flying machine is that it has no motor or gas or any propulsive force save the muscle of the operator. It has wings shaped like a bird, its operator flaps them like a bird, and away he goes over the heads of the city. Darius' machine was made like that out of the old carriage cover, you will remember, and perhaps you will recall the vision of that glorious inventor before his experiment:

Over their heads I'll sail like an eagle, I'll bounce myself on my wings like a sea-bull. I'll hop up to winders and scare the people, I'll light on the liberty pole and crow—

But alas,

On his crown

In the midst of the barnyard he came down in a wonderful whirl of tangled wings. Darius' machine was broken, shattered, and much that wasn't so nice by half.

And there "as he stanced his sorrowful nose with his cuff," Darius turned to his taunting brethren, an unsuccessful genius has turned upon a sneering pillaging word since the beginning of time: "I like fly!" well enough," said the heroic, but bruised inventor, "but there ain't such a thundering sight of fun in it when you come to light."

Prof. Montgomery has found the fun in it even when it came to lighting, for his machine flew obediently down in his own doorway. What turned failure into success in this instance is not made clear by the dispatches, save in one point. The California Darius did not attempt to work his invention himself. He hired a professional aeronaut, who had the coolness necessary to work the machinery with his hands and feet by means of the stirrups and shafts which the inventor provided. There were no stirrups in Darius' invention. He tried to swing the wings from a handle over his shoulders, and made a merry mess of it. Perhaps if there had been a professional aeronaut leading around the hills of Timbuctoo, Vt., where Trowbridge found the nucleus of his poem, he might have had a different story to tell, but probably not. Jules Verne imagined "Twenty Thousand Leagues Under the Sea," a generation before submarine boats were evolved. This flying machine of Prof. Montgomery's is an evolution from the rustic imagination which haunted all lands until Trowbridge gave it a permanent form in his humorous verse. Now that a flying machine has really flown, the memory of Darius Green is vindicated.—Brooklyn Eagle.

UNION PACIFIC'S NEW STOCK

Curious Problem Revived by the Proposed One Hundred Million Issue.

WALL STREET'S VIEW OF THE SCHEME

Are Former Deals in Stock to Be Repeated on a Larger Scale?—Odd Possibilities of the Railroad Situation.

Last week's call for a Union Pacific shareholders' meeting, to be held at Salt Lake City May 8, for the purpose of authorizing issue of \$100,000,000 new 4 per cent preferred stock, was promptly followed by great activity in stocks, but with rather curious uncertainty. On Wall street's part as to what the effect on prices generally ought to be. Not even New York Central or Atchafalpa stock, each of which properly, stock exchange "rumor" asserted, was to be bought with Union Pacific's new share capital—moved with any certainty in either direction. The assertion of Union Pacific interests that the request for power to put out the \$100,000,000 new stock was merely a "blanket provision" for the future, somewhat checked enthusiasm for the speculation. The suggestion of delay was emphasized by the fact that while authority was to be asked to issue this new preferred stock at par, the outstanding stock of the same denomination sells at 95, and has never crossed par except in the few weeks between the middle of February and the end of March.

1905 and 1901.

For all this, speculative Wall street assumed that the \$100,000,000 new stock meant renewed "sitting up" of the market. The management's refusal to say how they meant to use this enormous sum was a distinct help to the "rumor monger." The impending Northern Securities dissolution, with the common expectation of new offensive and defensive alliances among the railroads, helped, of course, in such view of the new stock issue. The more enthusiastic Wall street contingent plainly took its cue from the "Burlington episode" of 1901. The facts of that incident, readily recalled, were that Burlington & Quincy shares sold at 119 in 1901, and started at only 128 in 1902, whereas, the secret decision of the Northern Pacific and Great Northern, early in the year, to buy up the Burlington stock with a bond issue of their own, sent the price of that stock to 170 in March, and to 195 in April, the announcement then being made that the purchase would be affected at the rate of \$20 per share. This incident, as everyone remembers, was the spark in the Wall street powder barrel; the great explosion of speculation which followed was a very direct result of it.

Are the two situations—that of 1901 and that of 1905—in any respect identical? The question is not less interesting from the fact that a good many people have professed to discern resemblances in underlying conditions. The Union Pacific proposition at once suggests, at least one such point. Those who recall the state of the Wall street mind during the spring of 1901, will remember that a cardinal belief of the day was that enormous masses of capital were lying about somewhere unused, and that this was now being poured into the market. Following the Southern Pacific and Burlington purchases, the Pennsylvania bought up Reading; speculators bought the "Monon" and sold it to the Louisville; then they bought up the Louisville itself and sold it to the Atlantic Coast Line's bankers. All this time, talk that one railway was purchasing shares in two or three others, perhaps at a very low moment when its own stock was being bought by them—drove the speculative mind into the wildest excitement.

Buying Up Securities with Securities.

It did not sober down until it began to understand that new securities were being issued to settle finally for the old ones thus purchased, and that the "outside public" was expected to buy these new securities. This introduced a novel consideration. If the companies in question had bought stocks at extravagant valuations and paid cash for them the seller got the benefit, quite irrespective of the question, where the purchasers raised the money. Where the shares were purchased with other stock or with bonds the question of profit rested on the market value of the new securities. So much for the first of the operation. But it presently began to penetrate Wall street's brain that the scheme was really amounting to extreme inflation of values. Taking the stock exchange "listings" as a measure there were put out in 1901 \$1,642,000,000 new stock and \$225,000,000 bonds. Of these huge sums \$1,136,000,000 stock and \$881,000,000 bonds were recorded as "trading issues." But if the average valuation of the issues for replacement were say 25 per cent above that of the others which they replaced, then there would clearly have been \$454,000,000 inflation of total value by the process, quite aside from the huge issues purely to raise new capital. It was the great liquidation of 1903 which showed what this process really meant.

Supply and Demand.

The result would be the same if a similar process were to be undertaken now. Is such an undertaking probable? Two factors in the situation of 1901 and 1905 were necessary, to make it possible—speculative inflation by the investing public, leading it to buy regardless of prices, and speculative institutions, leading them to pledge their credit to sustain a fictitious market. With all the recent revival of speculative spirit, times are changed in these regards. The public's altered attitude needs no comment, and bankers who slipped through by the skin of their teeth in 1903 are quite well aware that the experiment cannot be repeated.

The ultimate economic effect of a mere swapping of stock in one group of railways for stock in another, on a ratable basis of present values, would mainly amount to this—that every railway must then be tied to the fortunes of its rivals, for good or bad. In "boom times" increased dividends on the "other stocks" in its treasury may, as in the New York Central's case, be an extremely convenient windfall, but it remains the chance of another era of hard times, and how about the community of interest holdings then? But that is too far off for Wall street's vision.—New York Evening Post.

Ever Young and Ever Fair.

The preservation of female beauty and its enhancement by the use of harmless cosmetics, are duties the ladies owe to themselves, and to those who value their personal charms as they appreciate their moral qualities. Unfortunately unprincipled parties too frequently take advantage of the natural desire to be ever young and ever fair, and palm upon the market deleterious acid and mineral poisons which impart a momentary luster at the risk of future sallowness and ruined health. In the Oriental Cream, prepared by Dr. T. Felix Gouraud, of New York City, the ladies have a harmless preparation for preserving the delicacy of the complexion, and obliterating blemishes, which has become the favorite toilet article of the leading professional artists, who owe no small part of their popularity to their personal charms. Scarcely a star dressing room in opera or theater throughout our land is without the Oriental Cream. It stands today the most harmless and perfect beauty-tidder known.—From the Davenport Gazette.

Monsieur Chauffeur

Says:

"The Oldsmobile toils not, but it spins"

It runs easily, steadily and surely.

It is easy to keep in perfect order.

The new carburetor that is on all 1905 machines is producing more power than the machine ever had—more than you really need.

Oldsmobiles are kept abreast of all mechanical advancement. When there is something that would make it better, it is on the Oldsmobile at once.

The result is it has every desirable and practical mechanical part. It is very near the IDEAL MACHINE we all have in our mind's eye.

The Standard Runabout has 7 h. p. (actual and proven) and that means power to burn. Send for our catalogue and hear our story. Talk to one of our agents and ride in the cars and see for yourself. Then you will become an Oldsmobile enthusiast. For a 2c stamp we will mail you a copy of "Goop Talk"—a clever bit of automobile nonsense.



Cids Motor Works, Detroit, Mich.

AGENTS: OLDSMOBILE CO., J. J. DERIGHT, 1119 Farnam, Omaha.



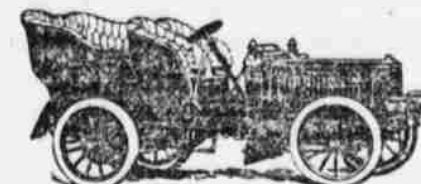
Oldsmobile 7 h. p. Standard Runabout.

The cars we make:
7 h. p. Standard Runabout.
7 h. p. Touring Runabout.
16 h. p. Standard Delivery Car.
20 h. p. 2 Cylinder Touring Car.
Ten Passenger Coach.

The Oldsmobile is the only light car that received a gold medal at the World's Fair, St. Louis.

MOBILE

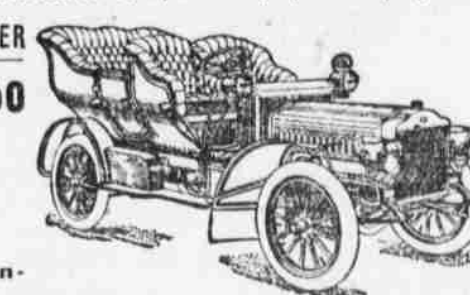
THE TWO LEADERS...



The Pope-Toledo and Thomas "Flyer"

THE POPE-TOLEDO is a quiet mile-a-minute car—it's the best that money and brains can build—20, 30 and 50 horse power. \$2,800-\$3,500-\$6,000

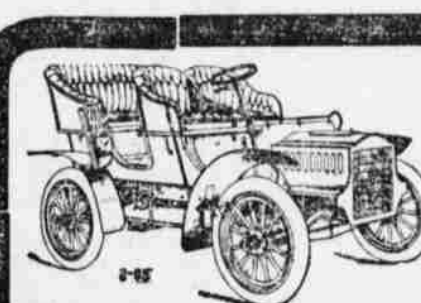
Thomas "Flyer" FORTY HORSE POWER PRICE, \$3,000



Not equalled for less than \$4,500 in any other make. The smoothest running and finest finished car ever shown in the West. Most popular high-class car in the Eastern cities, where it is outselling any other two first-grade machines combined.

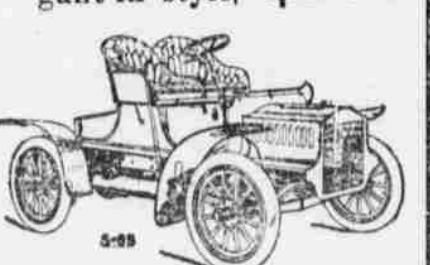
The public is cordially invited to call and allow us to demonstrate any of our machines.

J. J. DERIGHT & CO., 1119 Farnam St.



...1905... CADILLAC Family Touring Car—Side entrance, elegant in style, \$950

Two Passenger Runabout. Swiftest small machine seen on Omaha streets. \$750



We guarantee a limited running expense per month for the Cadillac.

Don't Buy Experiments,

But get a car that has a past record for durability, reliability, power and speed. You get more of these, and as much style and elegance in a Cadillac than in some cars at \$2,000. All models now on our floors.

Some immense bargains in machines taken in trade, and in last year's models.

DEALERS WANTED. WRITE FOR CATALOGUE.

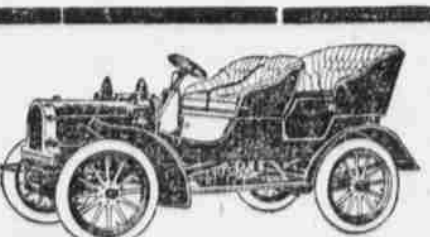
Everything for automobiles in our accessory and supply department. Mail orders given prompt attention. We are agents for the celebrated Swinehart solid rubber tire.

H. E. FREDRICKSON,

Fifteenth and Capitol Avenue, Omaha, Neb.

BUICK

\$1,200.00



Eagle Rock Hill Climbing Contest, November 24, 1904			
Cars.	Price.	H.P.	Time.
Pope Toledo.....	\$3,500	24	2:15.4.5
BUICK.....	1,200	22	2:18.2.5
Mathewson.....	5,000	24	2:21.4.5
Thomas.....	3,000	40	2:42.4.5
Columbia.....	4,000	30	2:53.4.5
Franklin.....	1,650	10	4:08.3.5
Rambler.....	1,350	16	5:25.1.5

The Buick making this phenomenal record was not specially built or geared for hill climbing or racing. It was a stock car taken from the local agency. The car was not only winner in its class, but made better time than many high priced cars specially built for the event and driven by factory experts.

It did the work because it had high horse power, light weight and good construction. What it did at Eagle Rock it will do for you. We will furnish catalogue and full information upon request.

POWELL AUTOMOBILE CO. BUICK. WHITE "STEAMER." WINTON. LOCOMOBILE.

FREE! To more thoroughly introduce our Painless Dentistry to the people of Omaha, we will for a short time only, do all dental work Free of Charge—making a small charge for the cost of material only. This is an opportunity that all should take advantage of. Office Hours—Daily: 8 a. m. to 8 p. m. Sunday: 12 a. m. to 4 p. m.

OMAHA PAINLESS DENTISTS. Neville Bldg., 3d Floor, 16th and Harney Streets, Opposite Bennett's.



Warm Weather Soon

Time to think about planning that fishing trip.

You can get lots more pleasure from your fishing excursions this summer if you have a thoroughly up-to-date outfit.

We supply just those and at right prices. Drop in anyway and let us show you some of the new things that have just come out—they're interesting.

Jointed Rods from 15c to \$20.00 Reels from 25c to \$10.00

TOWNSEND GUN CO. Everything for the sportsman.

Queen

AUTOMOBILES

Four Models \$775 to \$1,000

The Model E has two cylinders developing 16 h. p., automatic oilers, side entrance tonneau. It is noiseless, powerful and durable—the finish and upholstery equal to the \$3,000 type. Write for catalogue giving detailed description, or call for a demonstration at P. J. Karbach & Sons, 13th and Howard streets.

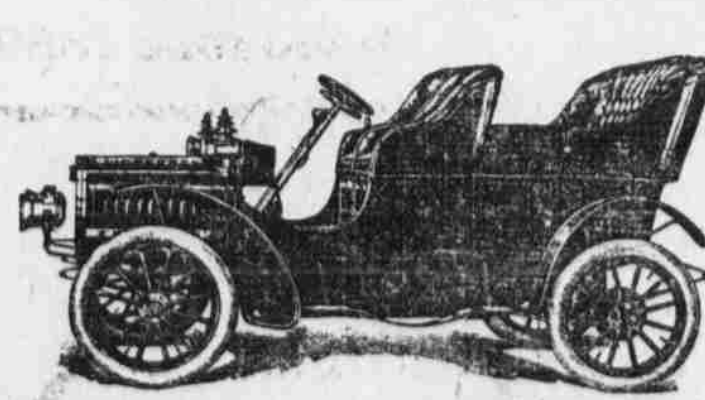
QUEEN AUTOMOBILE CO.

H. K. Wheelock, Manager

Rambler

We need no Argument. Achievement rather than explanation tells the story of the RAMBLER, which stands in a class by itself.

More 1905 Ramblers Sold to Date, from Omaha, than all other makes combined.



Surrey—Type One—\$1,350.00 18 Horse Power.

RAMBLER AUTOMOBILES ARE THE SIMPLEST ON THE MARKET. THEY HAVE AN AUTOMATIC SPARK GOVERNOR, NATURAL WATER CIRCULATING SYSTEM, ELIMINATING THE USE OF PUMPS; AUTOMATIC DEVICE FOR RELEASING SPEED CLUTCH WHEN BRAKE IS APPLIED, AND MANY OTHER EXCLUSIVE FEATURES.

Demonstrations Given to Interested Parties.

RAMBLER AUTOMOBILE CO.

'Phone 375

1506 Capitol Ave.